

File With

## SECTION 131 FORM

Appeal No

ABP— 314485-22

Defer Re O/H

☐

Having considered the contents of the submission dated received 13/12/2023  
 from Dublin Chamber I recommend that section 131 of the Planning  
 and Development Act, 2000 be/not be invoked at this stage for the following reason(s):

no new material issues

Section 131 not to be invoked at this stage.

☒

Section 131 to be invoked — allow 2/4 weeks for reply.

☐

Signed

Pat B

Date

20/12/2023

EO

Signed

Date

SEO/SAO

M

Please prepare BP — Section 131 notice enclosing a copy of the attached submission.

To

Task No

Allow 2/3/4 weeks

BP

Signed

Date

EO

Signed

Date

AA



An  
Bord  
Pleanála

## Planning Appeal Online Observation

Online Reference  
NPA-OBS-002919

### Online Observation Details

Contact Name  
Stephen Browne

Lodgement Date  
13/12/2023 16:51:55

Case Number / Description  
Dublin Airport Northern Runway Appeal conditions and further information  
PL06F.312476

### Payment Details

Payment Method  
Online Payment

Cardholder Name  
Stephen Browne

Payment Amount  
€50.00

### Processing Section

S.131 Consideration Required

☒

Yes — See attached 131 Form

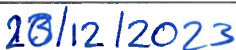
☐

N/A — Invalid

Signed

EO 

Date



## Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG— 06 87 24-23.

Reason for Refund

Documents Returned to Observer

☐

Yes

☐

No

Request Emailed to Senior Executive Officer for Approval

☐

Yes

☐

No

Signed

EO

Date

## Finance Section

Payment Reference

ch\_3OMvf5B1CW0EN5FC1YUNQzd3

Checked Against Fee Income Online

EO/AA (Accounts Section)

Amount

€

Refund Date

Authorised By (1)

SEO (Finance)

Authorised By (2)

Chief Officer/Director of Corporate Affairs/SAO/Board Member

Date

Date



## **Dublin Chamber observations on North Runway Planning Appeal.**

### **Introduction:**

Dublin Chamber is the representative body for businesses in the Greater Dublin Area. Its membership reflects the full spectrum of economic activity in the city region and ranges from startups and sole traders to large multinationals. This gives the Chamber a keen insight into the needs of businesses and their employees. Dublin Chamber members are united by the vision that the Dublin region will be globally renowned for its economic competitiveness, sustainability, and quality of life. As Dublin's population continues to grow and the port reaches its capacity limits, the need for expansion becomes increasingly evident. Dublin Chamber believes that the North Runway in Dublin Airport is crucial in light of the rising population in Dublin, the Airport's capacity constraints, and its undeniable importance in supporting Ireland's FDI led economy.

### **Reiterating our support for the Northern Runway:**

The significance of Dublin Airport as a key national economic asset has grown considerably over the past number of years. CSO figures indicate that Dublin Airport's market share of passengers increased from 73% in 2005 to 85% in 2019. In 2017 Dublin Airport was the 11th largest airport in the EU and the fastest growing of Europe's 20 largest airports.

International connectivity is crucial for Ireland's overall competitiveness as an island economy. Brexit continues to pose both challenges and opportunities for Ireland, and in order to address those challenges and recover post-Covid, Ireland needs to diversify its markets, restore connectivity, and establish new trade routes. If Ireland fails to maintain its international connectivity, it risks damaging its attractiveness as a hub for FDI or to potential employees who are considering relocation.

Dublin Chamber has long argued that Ireland should position itself as a significant aviation hub and establish direct connections to new markets in the Asia-Pacific region. With this in mind, we support the continued development of Dublin Airport which in normal circumstances welcomes over 80% of visitors to Ireland and will remain the main reception point for tourist and business travellers in the post-pandemic future.

Dublin Airport needs to facilitate faster transit times and enhanced routes to maintain competitiveness. Ongoing investment in these areas is crucial to improving Ireland's overall resilience in the face of domestic and international shocks to the economy. As recognised in the daa's recently published Economic Impact Study 2023 (Dublin Airport Economic Impact Study), Dublin Airport is a key lynch pin of the Irish economy. This is recognised at all levels of planning policy, with the

National Planning Framework charging Dublin Airport with providing High Quality International connectivity in the national interest. Granting planning permission for North Runway Relevant Action will maximise return on the investment made at Dublin Airport to date in the North Runway, and ensure this potential fully realised.

A noise quota count system involves noise quotas for individual flights based on factors such as aircraft type. It offers more flexibility and precision compared to a simple movement limit for managing airport noise and actively incentivises airlines to use quieter aircraft. The proposed NQS would thus allow for a more effective control of noise compared to a blanket movement limit, which does not differentiate between quieter and noisier operations.

Dublin Chamber reiterates its support for the Dublin Airport Authority's application for planning permission to amend the planned operating conditions attached to the coming into operation of the North Runway, specifically for extended hours of operation and changes to night-time operations and we support a grant of permission for the development in line with the ANCA determination. This application has now been over three years in the planning system this is not sustainable for such a large national strategic asset such as Dublin Airport, we would urge the Board to come to a favourable determination on this at the earliest opportunity.

**Stephen Browne**  
**Head of Public Affairs,**  
**Dublin Chamber.**  
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